

# Washington State Patrol Media Release

**Chief John R. Batiste**

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**\*\*\*For Immediate Release\*\*\***

**Date: August 9, 2006**  
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## Train Derails Just East of Roosevelt

Roosevelt- On August 9, 2006 at approximately 5:00 PM, troopers responded to a report of a train derailment about one mile east of Roosevelt (SR-14 @ Milepost 135). The initial report indicated there was an unknown vapor cloud over the scene.

Troopers, Fire Personnel and Burlington Northern Railroad Personnel arrived to the scene closing SR-14 just east and west of the scene for precautionary reasons. Eastbound traffic was detoured back west to SR-97 (Biggs) to utilize I-84 in Oregon to continue east. Westbound traffic was detoured back east to I-82 (Umatilla) to utilize I-84 in Oregon to continue west.

There was no vapor cloud present when emergency personnel arrived.

WSP and Burlington Northern Railroad Personnel established a Command Post with Fire Personnel.

It was revealed that eastbound Burlington Northern Railroad freight train pulling approximately 76 cars made contact with a stationary westbound Burlington Northern freight train. The impact caused approximately 10 cars from the westbound train partially derailing with their right-side wheel coming off the rail. There were six tanker cars in the middle of the pack of cars suspected of containing Styrene:

### **Styrene**

$C_6H_5-CH=CH_2$ , boiling point 145°C, **phenylethene** or **vinylbenzene**. A colourless liquid, which undergoes additional polymerization to a glassy resin called **polystyrene**. 'Expanded' polystyrene, made porous with trapped gas, is widely used as a thermally-insulating packing material.

The Emergency Response Guidebook shows for public safety:

- An immediate precautionary measure, isolate spill or leak area for at least 150 feet in all directions.
- Keep unauthorized personnel (Public) away.
- Stay upwind.
- Keep out of low areas.

- Ventilate closed spaces before entering.

At approximately 5:10 PM, WSP Communications advised the Department of Ecology of the incident.

At approximately 6:25 PM, a Hazard Material Specialist was requested to contact the scene to determine if there was any material that may have spilled or leaking from the tanker cars.

At approximately 8:00 PM, the Hazard Material Specialist arrived and determined the tankers were empty and didn't pose any threat. SR-14 was immediately opened for west and eastbound traffic.

The incident scene was turned over to Burlington Northern Railroad for their investigation.

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